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MESSAGE

OF

F. C. LATROBE, MAYOR,

TO THE

CITY COUNCIL OF BALTIMORE,

OCTOBER 1st, 1877.

BALTIMORE:
PRINTED BY KING BROTHERS,
162 West Baltimore Street.

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Mayor's Message.

MAYOR'S OFFICE, CITY HALL,

Baltimore, October 1st, 1877.

To the Honorable the

City Council of Baltimore:

GENTLEMEN:

The term of the present administration is now near its close. The Municipal Government will soon pass into the hands of other public servants than ourselves; for this reason I desire, before the end of my official service as Mayor, to send the following communication to your Honorable Body, giving a statement of the condition of some of the City Departments, and calling your attention to a few matters which I hope may prove interesting and suggestive.

THE NEW ASSESSMENT.

Under the provisions of an Act passed at the last session of the General Assembly, a new assessment has been made of all the taxable property in the State.

The following statement will show the changes made in the taxable basis of this city :

The taxable basis of Baltimore for the year ending October 31st, 1876, was.....$228,816,110 00
The taxable basis under the new assessment returned to the Collector August 31st, 1877, was.....$268,217,434 00

From the amount now in dispute, and abatements already made, there will probably result a total abatement of about $20,000,000, thus leaving an increase of the taxable basis under the new assessment of from twenty to twenty-one millions of dollars.

I think, therefore, that we can rely upon a taxable basis in Baltimore during the present year of about $250,000,000.

The cost of the new assessment to the city of Baltimore was about $100,000.00.

COLLECTION OF TAXES.

The following statement gives the amount of taxes, both current and in arrears, that have been collected from November 1st, 1876, to September 20th, 1877 :

Collected from current taxes	$2,067,391 81
" " taxes in arrears	1,631,553 10
Total amount collected	$3,698,944 91

The collections from taxes, both current and in arrears, from November 1st, 1875, to October 31st, 1876, were $4,089,340.83.

The collections for this year will, by the end of October, probably slightly exceed this amount.

APPROPRIATIONS.

The amount of the appropriations made by your Honorable Body since the beginning of the fiscal year, October 31st, 1876, to October 1st, 1877, including the amount required for interest on the bonded debt, and all expenditures of the City Government, was $7,544,889.11.

This amount, however, does not represent the expenses proper of the City Government, but is an exhibit of its financial operations; in many of the items the city being a mere receiver and disburser. There is included in this amount the payment of interest on the Five Million Water Loan, on the Park Loan, on the Five Million Loan to the Baltimore and Ohio Railroad Company, all of which amounts, although required to be appropriated, are provided for by the income derived by the city from these loans, together with the payment of interest on the bonds of the city held in the sinking fund, which is really not an expense proper, but a fund laid by or accumulated to pay the stock debt.

The following statement shows the amount required to be raised by taxation:

Amount of general appropriation bill..	$7,544,889 11
Deduct income derived from investments and loans.....	3,506,927 81
Leaving amount of appropriations to be provided for from taxes.....	$4,037,961 30

Should the tax basis be $250,000,000, and the rate of taxation $1.75, it would produce an income from taxation, provided the full amount was collected, of $4,375,000; but the full collection of the taxes during the fiscal year can never

be relied upon. Your Honorable Body will therefore recognize the absolute importance of economy in the municipal expenditures, in order to prevent an increase of taxation.

Taxation must be reduced by either an increase of our taxable basis or a curtailment of our expenditures.

It is important, if possible, to increase our taxable basis. In this respect we are far behind many of our sister cities with a smaller population. There must be some reason for this condition of affairs. It may possibly be found in the following facts :

With a population of nearly 350,000, with large commercial interests that find Baltimore one of the most advantageous shipping points on the Atlantic coast, we are comparatively without manufactures. Our near neighbours, Philadelphia and Wilmington, by their more liberal laws, attract capital seeking investment in manufacturing enterprise. Let us then make some effort by the adoption of proper legislation, to induce manufacturers to locate in this city ; it will bring us capital, will give employment to our laboring classes, and increase the value of our property, and thereby the wealth of our people. Instead of a taxable basis for a city of the population of Baltimore being only $250,000,000, it should be at least $400,000,000. Boston, which is about the size of Baltimore, has a taxable basis of over $700,000,000.

SINKING FUND.

The following table gives the condition of the sinking fund on September 30th, 1877. Your Honorable Body will see from its figures that the increase of this fund since October 31st, 1876, has been $560,151.74. The value of the sinking fund on September 30th, 1877, was $8,578,999.90.

A strict adherence to the policy of guarding the sinking fund from any encroachments, will not only maintain the present high rate of the city's credit, but in a few years will entirely liquidate its indebtedness.

CONDITION OF SINKING FUNDS,

September 30th, 1877.

General Sinking Fund.

City 6 per cent. Stock.....		$3,875,360 55
City 5 per cent. Stock.....		1,304,953 02
Union R. R. Guar. Bonds..		87,500 00
West. Md. R. R. Guar. Bonds..		602,000 00
West. Md. R. R. Unendorsed Coupons.....		71,667 00
Obligation of B. & O. R. Co.'s acct. purchase of Pittsburg & Connellsville R. R. Bonds...		920,000 00
Paym'ts on acct. of Hillen Street Station Property.. .....$197,135 16		
Less Hillen Station S. Fund. 3,166 67		
	193,968 49	
Amount carried forward,		$7,055,449 06

Amount brought forward,	$7,055,449 06	
Paving note of Mayor & City Council.....	25,785 71	
Cash.....	24,071 85	
		7,105,306 62
Public Park Sinking Fund.		
City 6 per cent. Stock.....	200,300 00	
City 5 per cent. Stock.....	64,000 00	
Cash.....	1,088 65	
		265,388 65
New City Hall Sinking Fund.		
City 6 per cent. Stock.....	330,000 00	
City 5 per cent. Stock.....	137,000 00	
Cash.....	2,400 59	
		469,400 59
Water Stock Sinking Fund.		
City 6 per cent. Stock.....	448,300 00	
City 5 per cent. Stock.....	74,700 00	
Cash.....	3,050 08	
		526,050 08
Funding Loan 1900 *Sinking Fund.*		
City 6 per cent. Stock.....	12,200 00	
City 5 per cent. Stock.	62,000 00	
Cash.....	154 32	
		74,354 32
Amount carried forward,		$8,440,500 26

Amount brought forward,		$8,440,500 26
Funding Loan 1894 *Sinking Fund.*		
City 6 per cent. Stock.....	26,000 00	
City 5 per cent. Stock.....	41,600 00	
Cash	66 08	
		67,666 08
Jones' Falls Sinking Fund.		
City 6 per cent. Stock.....	26,000 00	
City 5 per cent. Stock.....	41,600 00	
Cash.....	66 08	
		67,666 08
Hillen Station Sinking Fund.		
City 5 per cent. Stock.....	3,000 00	
Cash.....	166 67	
		3,166 67
Total value.....		$8,578,999 09
Total value of sinking funds Sept. 30, 1877...		$8,578,999 09
" " " Oct. 31, 1876 ...		8,018,847 35
Increase.....		$ 560,151 74

FINANCIAL.

The successful negotiation of the new Five Million Loan, bearing five per cent. interest, as authorized by an ordinance passed by your Honorable Body, to replace the Water loan

of 1875, bearing six per cent. interest, effects a large saving in the annual expenditures of the city. In the payment of interest on the loan itself, there will be an annual saving of nearly fifty thousand dollars, while the provisions of the ordinance authorizing the issue of bonds bearing five instead of six per cent. interest, to pay the cost of introducing the water of the Gunpowder, will effect a further annual reduction, in the necessary expenditures, of nearly forty thousand dollars. Your Honorable Body will thus have the satisfaction of leaving, as the result of your legislation, a legacy of nearly ninety thousand dollars per annum to the taxpayers of the city.

The following statement will give the cost of issuing the loan, and the premium derived by the city on the sale of the bonds:

Amount of premium over par received on the sale of the Five Million Five Per Cent. Loan		$17,711 02
Expenses of the Issue.		
Printing, advertising, &c	$1,662 83	
Cost of certificates of stock	1,850 00	
Clerical services	200 00	
		3,712 83
Balance in favor of the city		$13,998 19

THE BASIN.

During the past summer we have frequently been reminded of the necessity of providing a remedy for the basin nuisance. While I believe that the refuse matter from the

sugar refineries contributes to the foulness of the water in the basin, and for this reason the action of the Health department in preventing the washings of the filter bags from being discharged therein, greatly diminished its offensiveness, I am nevertheless of the opinion that in seasons of protracted drought, warm weather and southerly winds, we shall have the foul water and offensive smell as long as the city uses the basin as the common receptacle of all its sewage. An inspection of Jones' falls as high up as Lombard street bridge, or Harford run, during the latter part of August last, would afford strong evidence that the filthy sewage matter emptying into these streams, and from thence into the almost tideless waters of the basin, added largely to its pollution ; in addition to which the constant discharge of sewage matter at Pratt street wharf, and at the heads of all public and private docks, actually makes the basin a cesspool for the sewerage of a large portion of the city.

The result of this condition of affairs is injurious to many interests. The odor arising from the stagnant and foul water during the hot days of summer is most offensive ; the approach to the city by passengers on steamboats is rendered very disagreeable ; and vessels lying at our wharves are seriously damaged by having the paint blackened by gases arising from the water.

The exclusion of the refuse matter from the sugar refineries and constant dredging will doubtless mitigate the nuisance, and in seasons of cool weather frequent rains and northerly winds, in a measure, relieve us from it; but the only absolute solution of the difficulty, in my opinion, is the entire exclusion of all refuse matter, of whatsoever kind, either liquid or solid, both from refineries and sewers.

In the year 1873 a commission was appointed by the City Council, which, after thoroughly investigating the subject, made a report recommending the construction of a sewer for the purpose of intercepting all sewage and other deleterious matter now emptying into the basin, and conducting it to a point on the river where its discharge would be carried off by the tide. A carefully prepared plan was submitted with the report, showing that the project was practical and feasible, and could be done at a comparatively moderate cost. During the last session of the Legislature, an Act was passed authorizing the submission of an ordinance providing for the construction of such a sewer to a vote of the people ; and during the session of the present Council, such an ordinance was carefully prepared and introduced into the First Branch of your Honorable Body, and is now, I think, before one of the committees. The passage of this ordinance, its ratification by the people and the execution of its provisions will, I believe, finally correct the basin nuisance.

The city of Boston has lately determined upon the construction of an intercepting sewer around its harbor, very similar in its purposes to that recommended by the commission above referred to. The work in Boston is far more difficult and costly than what is proposed for Baltimore, the estimate of its cost being over six millions of dollars. The total length of the main sewer and branches on the north side of the Charles river is more than fifteen miles ; on the south side of the river, the sewer is not only longer, but passes by a syphon under the bed of the Neponset river. The difficulty from want of fall for the main sewer is greater than it would be here, and is proposed to be overcome by the erection on its line of pumping stations and reservoirs. Notwithstanding these difficulties, the necessity for its con-

struction is fully recognized after most careful consideration by a board composed of two distinguished civil engineers and one medical scientist, whose elaborate and able report has lately been furnished to me by the authorities of that city.

THE HAREOR.

The rapidly increasing commerce of Baltimore, due to its superior terminal facilities and short lines of transportation to the west, required that its port should be made accessible to the large class of steamers and sailing vessels that now do the carrying trade of the ocean. For this reason annual appropriations have been made for the purpose of deepening the harbor, and dredging such channels as would enable these vessels to approach our wharves. Formerly this work was done by what was known as the Port Warden's or City Yard department. This department was abolished by an ordinance approved March 24th, 1876, and the Harbor Board of Baltimore was established, consisting of six commissioners, to serve without pay, appointed by the Mayor, who was made President ex-officio of the board. To this commission was referred all matters connected with the improvement of the harbor and the maintenance of the city wharves.

The board was organized in April, 1876, and the dredging, which, in accordance with the provisions of the ordinance, was done by contract and by Baltimore workmen, was commenced in July, 1876. Its operations have therefore extended over a period of fifteen months to October 1st, 1877.

The following statement will show was has been accomplished :

The basin has been thoroughly dredged to a depth of 19 feet.

A channel has been made from Union dock to Fells' Point, 22 feet deep by 300 feet wide. A channel has been made from Fells' Point to Fort McHenry, 24 feet deep by 300 feet wide; also, around Fells' Point, and along the east side of the harbor, past the Canton elevators, of the same depth and width. A channel has been made on the south side of the harbor, from Dunnington's to Boyce's wharf, 19 feet deep, with an average width of 300 feet.

In the main branch of the Patapsco river a channel has been made from the coal oil wharves to the middle branch, 150 feet wide and 24 feet deep; and a channel 75 feet wide and 12 feet deep, has been made to all the improved water fronts above the mouth of Gwynn's falls.

This work, if reduced to a continuous channel 150 feet wide, would be 10½ miles in length.

The City dock has been dredged out to a depth of 12 feet.

New wharves have been built at the foot of Charles and Hanover streets; Bowly's and South street wharves have been nearly re-built; and the wooden bulkhead at the foot of Broadway is being re-placed by a substantial masonry wall. The total amount of wharf platform built and repaired, will be about 27,500 square feet, costing, including supervision, about 33½ cents per square foot.

The amount of sediment removed from the harbor and in dredging the channels was as follows:

Under the first contracts.....	929,873 cubic yards.
Under the second contracts.....1,100,000	" "
Total amount removed in 15 months..2,029,873	cubic yards.

The cost of this work averaged about 12 6-10 cents per cubic yard, including supervision, inspection, &c.

Under the old system of the Port Warden's department, the work done for two years was as follows:

From October 31st, 1874, to October 31st, 1875.....453,659 cubic yards.
From October 31st, 1875, to October 31st, 1876.....444,246 " "

Total amount removed in two years.....897,905 cubic yards.

The cost of removal, as will be seen by reference to the reports of the Port Warden's department, being from 40 to 45 cents per cubic yard.

ICE BOAT.

Your Honorable Body, during your present session, appropriated $140,000 to provide for the construction of an ice boat. The contract has accordingly been awarded by the Harbor Board to Baltimore Mechanics. The boat will be built of iron, on the best and most approved model, and will, doubtless, be one of the most efficient vessels of the kind in the country.

The cost will be within the amount appropriated.

POLICE AND FIRE ALARM TELEGRAPH.

The new Police and Fire Alarm Telegraph, the construction of which was authorized by an ordinance approved November 1st, 1876, will be completed during the present month. Baltimore will then have a system of telegraph

equal, if not superior, to that of any city in the Union. There will be a total of 150 alarm stations. An important feature of the new system will be the communication simultaneously, by an automatic repeater, of the alarm, and each blow struck by the revolution of the brake wheel in the box, to all the engine and truck houses, and to the houses of the officers of the department.

The main office will be located on the first floor of the City Hall, in the two rooms lately occupied by the engineer of the Water department, where the new and improved apparatus can be fully accommodated.

GUNPOWDER PERMANENT SUPPLY.

The most important as well as costly improvement in which the city of Baltimore has lately engaged, is the introduction of the water from the Gunpowder river, operations on which were commenced in February, 1876

The following statement, furnished to me by Mr. Robert K. Martin, the engineer in charge, will show the condition of the work on September 1st, 1877.

LOCH-RAVEN.

This lake, the point where the water is taken by the city, is situated in the bed of the river, near Mine Bank run, and is formed by the erection of a dam 20 feet high. The distance from the site of the dam to the end of the breakwater at Meredith's Ford bridge, on the Dulany turnpike, is four and one-half miles. There is a road thirty feet wide and ten feet above high water mark, already constructed on both sides of the lake. The elevation of the water in Loch-Raven is one hundred and seventy feet above tide, and

its capacity will be one thousand millions of gallons. There are ten streams that flow immediately into the lake. These streams will be spanned by stone bridges or culverts, one of which, already completed over Peterson's run, is an arch bridge of three spans, twenty feet each, built of white marble obtained from quarries in the neighbourhood. The lake is formed by excavating the area, flooded to a depth sufficient to prevent the growth of aquatic plants.

The amount expended for the construction of Loch-Raven to the first of September, 1877, is $110,215.72.

THE DAM.

The dam which holds the water forming Loch-Raven is, as stated, at a point on the Gunpowder, just above Mine Bank run. The site for the dam is admirably located, being on a solid rock foundation for the entire distance across the river. The over-fall or passage-way for the water over the dam is 300 feet wide. The foundation is some 13 feet below the bed of the stream. The wings of the dam join with the natural rock of the hills on either side of the river. The dam itself is built of heavy rubble masonry, laid in hydraulic cement, many of the stones weighing over two tons each; the face being built of stones 3 feet deep, 2 feet thick and 4 feet long.

Up to the present date there has been laid 4000 perches of this class of masonry.

At the point where the dam is erected, the Gunpowder river makes a right angle turn from the southerly direction of its flow, and runs due east; it is thus tapped at the point nearest the city.

The cost of the work on the dam to September 1st, 1877, has been $82,905.79.

THE CONDUIT.

The conduit that is to convey the water from Loch-Raven to Lake Montebello, commences at the dam and runs in an air line to the latter lake. This conduit is in tunnel for the entire distance, its total length being 36,500 feet, and its depth below the surface varying from 32 to 356 feet. It is now being worked from fifteen shafts, located about 2,000 feet apart. These shafts are now all down to grade, and from them the work on the tunnel is going on at thirty-one different points. The total amount of shafting is 2,354 feet. The total amount of drifting to September 1st, was 10,055 feet, or nearly two miles. Judging from present indications, there will be but 6,875 feet of this tunnel to be arched with brick, the remaining 29,625 feet being cut through hard rock, requiring no arching, and thus making a large saving in the cost of the work.

The expenditures upon the tunnel to September 1st, 1877, have been $426,950.51.

LAKE MONTEBELLO

This main distributing reservoir is located in a valley between the Harford and Hillen roads; its height above tidewater is 163 feet. The lake will have a uniform depth of thirty feet, with a capacity of six hundred million gallons. Much work has been done at this point; a tunnel nine feet in diameter having been here constructed at a cost of $97,102.96, to divert the waters of a stream flowing through the valley in which the lake is located.

The water on its way to the city, after leaving the gate house at Lake Montebello, crosses a ravine 378 feet in length; thence through a conduit, in what is now an open cut, 40 feet deep and 772 feet long, to be hereafter filled up; and thence under Montebello hill to the Clifton estate, through a brick arched tunnel 2,975 feet long. Over one-half of this tunnel is now completed, and the conduit through the cut will be finished during the month of October. From the southern or city end of the tunnel through Montebello hill, the water will be conveyed to the city limits for distribution through six pipes forty inches in diameter each.

The amount expended at Montebello to Septembe 1st, 1877, has been $276,713.56.

The total amount expended upon the entire work to September 1st, 1877, has been $1,262,909.50. The amount appropriated was four millions of dollars, which will be sufficient for the completion of the works in accordance with the present plans.

The following statement made by the engineer, Mr. Robert K. Martin, will be interesting as giving the reasons for selecting Loch-Raven as the proper point on the river from which to take the water:

"On the 6th September last I gauged the Gunpowder at two points. At the site of the dam at Loch-Raven I found the flow seventy millions of gallons in 24 hours; while at Phœnix factory, higher up the stream, where it was at one time proposed to take the water, I found the flow only thirty-one millions of gallons in 24 hours. The amount of elevation in favor of Phœnix factory would have been about 70 feet, while the loss in quantity of water would have been

more than one-half, to say nothing of the quantity gained by accessions from streams during wet weather, provided it was proposed to store large quantities of water. In this connection let me say, that to perfect the grandest scheme in this country for supplying a city with water, and to make the introduction of the permanent supply a complete success, more storage capacity is required, on account of the generally muddy condition of the Gunpowder river. I therefore recommend the construction of another reservoir, equal in size and capacity to Lake Montebello."

SCHOOL HOUSES.

The following statement gives the number of school houses which have been erected and are now in course of construction, with their cost, since the beginning of the present fiscal year:

School house for Primary School No. 16	$21,452 00
" " Grammar " " 6	28,016 63
" " " " " 12	23,000 00
Addition to Grammar School No. 10	5,960 00
Renovating and re-modeling Grammar School No. 2	3,700 00

Now under Contract.

Primary School House No. 6, to cost	12,000 00
School house for colored children, No. 7, to cost	19,000 00

HEALTH.

The health of the city during the past summer has been good; the Health Department reports no epidemic diseases,

and that the death rate will compare favorably with that of other cities. The vigilance of the efficient Quarantine Physician has stopped all cases of contageous diseases at the gateway of the port, and the sanitary improvements made in what was known last season as the malarial district around the Back Basin, has doubtless prevented any recurrence of epidemic disease in that locality. The Health Commissioner strongly urges as a sanitary measure the paving of the principal streets of the city with Belgian Blocks.

CITY COMMISSIONER'S DEPARTMENT.

The following statement will show that a large amount of necessary public work has been completed during the past year, affording employment to numbers of workingmen, and at the same time greatly improving the condition of the city :

The abutments and iron superstructure of the bridge crossing the Baltimore and Potomac Railroad at Argyle avenue, between Smith and Sewell streets, have been completed. It is now necessary to condemn the street in order that it may be graded and paved, and the bridge rendered available.

The stone bridge or culvert on the line of Bayard street has been completed.

Broadway sewer, extending from the foot of Broadway to the intersection of Wolfe and Hampstead streets, a distance of 5,064 feet, has been completed. This was a much needed improvement.

Pratt street sewer, from Howard street to the Basin, at Light street, a distance of 1,700 feet, has been completed.

Pine street sewer has been completed, commencing at the intersection of Chatsworth run sewer, in German street, thence up German to Pine, up Pine to Saratoga, up Saratoga to Chatsworth, where it intersects the old sewer. Its total length is 2,237 feet. This improvement relieves and changes the course of the old sewer by increasing its dimensions and diverting its course from private property into the streets above named.

Pearl street sewer has been completed. It intersects the Arch street sewer at Saratoga street, extending thence up Pearl street to Pennsylvania avenue, thence to Orchard street, thence to Tessier street, and thence to Biddle street. Its total length is 2,030 feet.

Pennsylvania avenue sewer is now in course of construction, and will be completed during the present season. It begins at the intersection of Shield's alley and Hoffman street, extends thence to Pennsylvania avenue, and thence to Townsend street—total length 1,844 feet.

Carey street sewer is now in course of construction, and will be completed during the present year. This is a most important improvement and cannot fail to benefit the neighboring property. Commencing at the intersection of Schroeder's run sewer and Carey street, it runs up Carey to Mulberry street, where it again intersects the same sewer, the intention being to relieve all that part of the old sewer which runs through and under private property. The length of the Carey street sewer is 3,733 feet.

A tunnel over Harford run, from Eastern avenue to Canton avenue, is now being constructed, and will be completed during the year. It is proposed to extend this improvement to the Back Basin.

Race street sewer will also be completed during the present year. Its length will be 1,400 feet.

During the past year 800,000 square feet of new streets have been paved with cobble stones.

The following streets have been re-paved with Belgian Blocks, the total area being 22,730 square yards, i e: Baltimore street, from Harrison to Green; Lombard street, from South to Hanover; Fayette street, from Howard to Eutaw; and West Falls avenue.

Iron plates have been placed at the followiug intersections: Eutaw and Camden, Sharp and Camden, Hanover and Camden, Charles and Camden, Lexington and Eutaw, Louisiana avenue and Eutaw, Franklin and Carrollton avenue, Wolfe and Lancaster, Lombard and High, Gay and Madison, Canton avenue and Ann street,

The abutments for the Calvert street bridge are under contract.

JONES' FALLS.

By the provisions of an ordinance approved November 9th, 1874, the Mayor and City Commissioner were authorized to proceed with the improvement of Jones' falls, in accordance with a plan therein set forth. This ordinance not having been repealed, and its provisions being mandatory, the work was commenced, and has been rapidly proceeded with. Substantial support walls have been erected on either side of the falls from a point 200 feet south of Canton aveune bridge to Baltimore street, with iron bridges at Eastern and Canton avenues. On the east side of the falls, from Low street to the rear of Saint Vincent's church, the support wall has been

completed. This portion of the work, from Low street to the church, was done by the city, employing its own labor, the cost per cubic yard being from ten to twelve dollars. The rest of the work was done by Baltimore contractors, at an average cost of $4.95 per cubic yard.

The retaining walls, resting on solid rock foundations, with bridge abutments at Centre, Baltimore and Hillen streets, extending from a point south of Hillen street to Monument street, are now nearly completed.

The abutments of the bridges on the lines of Baltimore and Lombard streets are now under contract, and will be completed during the present year.

The lower end or outlet of the falls into the Back Basin will be greatly improved by a change of its lines and widening; this work is now being proceeded with.

From the above statement it will be seen, that in addition to what was done on this improvement before the beginning of the present year, the department has nearly finished the entire work, with the exception of filling up the adjoining property.

There are, however, a few places on the line of the falls where buildings, standing upon the old walls, will have to be removed before the work can be fully completed.

THE FIFTH MARYLAND REGIMENT.

Under the provisions of a resolution approved October 14th, 1872, the Comptroller was authorized to lease the hall and rooms over the Richmond market house to the proper officers of the Fifth Maryland Regiment for a period of five

years, free of rent. This lease will expire in a few days. I earnestly recommend the passage of a resolution authorizing its renewal for a similar period, upon the same terms.

The admirable discipline and soldierly conduct of this most excellent organization of citizen soldiery makes the regiment a source of special pride to the people of Baltimore.

FIRE DEPARTMENT.

On the 24th of September a dispatch was received at 12 M. from the U. S. Secretary of the Interior, stating that the Patent Office was on fire, and calling upon our city for assistance. Four steam fire engines, with all their equipments, accompanied by the Chief of the department, were promptly forwarded to Washington, and rendered most efficient service. It is needless for me to say that the behavior of the officers and men on this occasion was such as reflected credit on the Baltimore Fire Department.

CONCLUSION.

The near approach of the adjournment *sine die* of your Honorable Body, affords little opportunity for the enactment of legislation. What additional laws are required will probably, in a great measure, be left for the action of your successors. Since your adjournment in June last, there has been much discussion, not only in this city, but throughout the country, on the subject of special legislation in behalf of either labor or capital ; and some of the theories advanced, would actually seem to indicate a natural antagonism between the two, requiring the intervention of the law making power to keep the peace. I beg your indulgence in

allowing me to close my last message to the City Council with a few suggestions of what municipal legislation, in my judgment, will *certainly* benefit that great class of our people to which all capital not only owes its origin, but depends upon for its existence—the "working class."

There should be no conflict between labor and capital; they mutually depend upon each other. In this country the capitalist rises from the work bench. The mechanic and clerk become the manufacturer and merchant. Honesty, intelligence and energy raise men from laborers to capitalists. The history of nearly every individual, prominent on account of wealth or public position, verifies this assertion. I do not recall the name of one of this class in Baltimore, who was not the architect of his own fortune. Without capital, labor would be deprived of employment; without labor, capital could neither be acquired nor increased. As labor, by combination, can cripple and harass capital, so capital, by combination, can disorganize and oppress labor. Special legislation favoring labor, that prevents the proper distribution or liberal and free use of capital, injures the very class it proposes to benefit. Labor requires manufacturing, building and large mercantile operations. These cannot exist without capital, but unwise legislation may drive capital into investments where its revenue only benefits the individual owner. Over production possibly interferes with labor, yet a heavy curtailment of production may seriously affect it by enhancing the price of necessities upon which labor depends for existence. The question of what legislation is proper upon this subject is thus surrounded with difficulty. In my judgment labor is certainly benefited by the enactment of all laws which, by reducing taxation, increases that proportion of his wages which the laborer

can appropriate to the support of himself and family. While taxes are apparently paid by the property-holder, the burden is actually borne by the tenant. Whatever legislation conduces to an honest and economical administration of municipal affairs, benefits the workingman by reducing the amount of his taxes.

There is a broad distinction between necessary expenditures for the improvement of the city and entravagance. When public work is absolutely necessary it should be boldly engaged in ; but such work should be conducted judiciously and economically, realizing the fact that although a different policy may temporarily benefit a few who are employed by the municipal government, such benefit is derived at the expense of the many, who, laboring in private capacities, are called upon to pay the cost. Extravagance in public expenditures necessarily increases taxation, and thus not only oppresses labor by directly adding to its burdens, but by the imposition of heavy burdens upon capital prevents its investment in those operations which benefit labor by opening to it avenues of employment.

I would, for these reasons, urgently recommend to the municipal legislature the exaction of the strictest economy in all city expenditures, and a careful consideration of all those measures tending to add to them without affording a corresponding benefit in such an enhancement of the basis of valuation as will prevent the increase of taxation. By a strict adherence to this policy the working classes of our people, as well as the employers, will be benefited by the certain advance in the wealth and prosperity of the city.

Very respectfully,

FERDINAND C. LATROBE,

Mayor.

UNIV. OF MD COLLEGE PARK

3 1430 03841461 3

MAY 82
N. MANCHESTER,
INDIANA 46962